AN

ANSWER

TO

Mr. GEORGE DIXON,

LATE COMMANDER OF THE QUEEN CHARLOTTE.

[PRICE TWO SHILLINGS.]

AN

ANSWER

TO

MR. GEORGE DIXON,

LATE COMMANDER OF THE QUEEN CHARLOTTE,

IN THE SERVICE OF

MESSRS. ETCHES AND COMPANY;

BY

JOHN MEARES, ESQ.

IN WHICH THE REMARKS OF MR. DIXON ON THE VOYAGES TO THE NORTH WEST COAST OF AMERICA, &c. LATELY PUBLISHED, ARE FULLY CONSIDERED AND REFUTED.

LONDON:

PRINTED AT THE Logographic Press;

AND SOLD BY J. WALTER, N° 169, PICCADILLY, OPPOSITE OLD BOND STREET.

M.DCC.XCI.

151,285-
HR
F5817.15
M3

E 287+

AN

ANSWER

TO

Mr. GEORGE DIXON,

LATE COMMANDER OF THE QUEEN CHARLOTTE, &c.

SIR,

YOU have thought proper to publiſh a Letter to me, containing remarks on the Voyages which I have lately offered to my country. It becomes me, therefore, to return an anſwer to them, that my ſilence may not be interpreted as an acquieſcence in the folly of your obſervations, and the falſehood of your aſſertions.—It is a duty I owe to the public,—and I fulfil it.

In a work, entitled, A Voyage round the World, by Captain George Dixon,—and which is dedicated to ſuch a reſpectable character as Sir Joſeph Banks, by the ſame George Dixon; who, in the dedication of the Volume, repreſents himſelf as the Author,—in this publication, it is aſſerted, that the diſorders with which my crew were afflicted in Prince William's Sound, aroſe, in a great meaſure, from an uncontrouled uſe of ſpirituous liquors; I had, therefore, an undoubted right to

preſume the falſehood was of your fabrication. The calumny which was propagated in print, when I was engaged in a diſtant and hazardous navigation, from whence I might never have returned to contradict it, ſtruck at my character as a ſailor and as a man. It implied that I was ignorant of my profeſſion,—inattentive to the objects of the voyage,—careleſs of the lives of my crew,—and even regardleſs of my own. You, however, ſeem to be very glad to ſhift the charge from yourſelf, and leave Mr. Beresford, who was ſupercargo of the Queen Charlotte, and who now appears as the author of the book, to anſwer for the falſehoods of it. The paſſage is as follows:

Page 157 of Dixon's Voyage.

" It was Captain Meares's intention to have completed his voyage in twelve " months; but the froſt ſetting in ſooner than they expected, had unavoidably " detained them in the Sound during the winter. The great loſs they ſuſtained " by ſickneſs has already been related: unfortunately, when the remaining part " of Captain Meares's crew were weak and enfeebled to the laſt degree, they " were greatly diſtreſſed for fuel; and, for ſome time, it was with the greateſt " difficulty that they got wood on board for their daily uſe.

" On our enquiry whether the ſcurvy, unattended with any other complaint, " had made ſuch fatal havoc amongſt the people belonging to the Nootka, we " were informed, that a free, unreſtrained uſe of ſpirits had been indiſcriminately " allowed them during the extreme cold weather, which they had drank to ſuch " exceſs about Chriſtmas, that numbers of them kept their hammocks for a fort- " night together: add to this, their liquor was of a very pernicious kind; ſo " that there is reaſon to ſuppoſe its effects, when drank to ſuch an extreme, " were not leſs fatal than the ſcurvy itſelf. Admitting this to be the caſe, it " was ſurely ill-judged in Captain Meares to ſuffer ſuch hurtful exceſſes amongſt " his people; and I am afraid that a ſcanty ſupply of the various antiſcorbutics " abſolutely neceſſary for theſe voyages, put it out of their power to check this " cruel diſorder, ſo often fatal to ſea-faring people."

Without

Without making any obſervation upon the artful, inſidious and indeciſive manner in which my name is here introduced, in order to fix a criminal conduct upon me, I ſhall proceed to declare, that the ſickneſs of my crew aroſe, as I have deſcribed in the account of my voyage, from that extreme cold, which all the fires we could make, and all the means of protection we could employ, were not able to moderate, ſo as to prevent the cruel effects it had, more or leſs, upon us all. In Poland, Ruſſia, and other northern countries, the ſcurvy is known to prevail with great ſeverity, where every aid of medicine and regimen is to be eaſily obtained. That we, therefore, ſhould ſuffer the moſt diſtreſſing afflictions of this diſeaſe, who were deſtitute of freſh proviſions, vegetable productions, and every other means of alleviating application, is ſo natural a conſequence of our ſituation, that the moſt eager malevolence alone, could liſten to and adopt any other. So far from allowing a promiſcuous and indiſcriminate uſe of ſpirits, I do affirm, that no more than half a pint a day per man was allowed, which was diſtributed by the purſer, half in its raw ſtate, and the other half in water; and, as the people fell ſick, this allowance was inſtantly diſcontinued. I am ready to acknowledge, that the ſpirits on board the Nootka were of Bengal manufacture, and very inferior to thoſe of the Weſt Indies; but this circumſtance relates to the imperfect nature of our equipment from an Oriental port, and has nothing to do with the falſe and malignant charge that you made, or, which is the ſame thing, permitted to be made againſt me.

REMARK THE SECOND.

AN accidental inaccuracy of expreſſion, which aroſe from the haſte with which my Voyages were prepared to meet the circumſtances of the moment, has enabled you to make out a quibble that, to ſuperficial readers, may wear the appearance of an argument. The note, page 201, of my book, which

 ſtings

ſtings you ſo deeply, moſt certainly implies that you had already been to China; but the error is of no conſequence to the charge I made, and ſtill make, againſt you: for the queſtion is not, whether you were going to China for the firſt or the ſecond time;—but whether you did not poſſeſs ſuch an abundance of ſtores, as to afford a much more effectual aſſiſtance than you gave to the diſtreſſed crew of a ſhip in the ſervice of the ſame owners with yourſelf!—I have aſſerted you did not; and I continue to aſſert it.—I ſhall ſtate the offenſive note in the form I am very willing to allow it ought to have appeared, and in which it ſhall appear hereafter.

" On enquiring of Captain Duncan concerning his diſtreſſed condition, he " told me that he had met Captain Dixon in the Queen Charlotte; and " though that ſhip *was proceeding to China*, and abundantly ſtocked with every " thing;—and even though ſhe belonged to the ſame owners with the *Princeſs* " *Royal*, the provident commander thought it much better to *carry all his* " *ſtores to China*, than to ſpare any of them to the latter veſſel, though they " would have been ſo great an alleviation to the hardſhips of her voyage*."

That you ſupplied the Captains Duncan and Colnett, in their diſtreſs, with one puncheon of molaſſes, ſome Sandwich Iſland pork, articles of trade, a copy of your charts, and part of your log-book, may be very true.—But will you take upon you to ſay, that this ſupply was equal to their diſtreſſed condition, or to your power of alleviating it?—If the latter,—from what idle vanity did you make a boaſt, on your arrival at Canton, that, although you had been out twenty-three months, you had no occaſion to purchaſe any article of ſtores or proviſions for your homeward-bound voyage to England. At the time, therefore, you met Captain Duncan, you muſt, according to your own account, have had near a twelvemonth's ſtores, &c. on board; and were, beſides, on your voyage to China, where every kind of ſupply was to be obtained;—nevertheleſs,

one

* It may be proper to obſerve, that the diſtreſs of Captain Duncan aroſe from accidental circumſtances, as both his ſhip and the Prince of Wales were originally equipped with the ſame commercial ſpirit as diſtinguiſhed the outfits of the King George and Queen Charlotte.

one puncheon of molaſſes, and an hogſhead and harneſs caſk of Sandwich Iſland pork, was all your cautious ſympathy and provident humanity could ſpare to relieve the diſtreſſes of your fellow-creatures and countrymen, employed in the ſervice of your common owners.—The Captains Duncan and Colnett both declared to me, that, in every part of their ſubſequent voyage, they ſenſibly felt and lamented, to uſe no harſher expreſſion, the unfeeling parſimony of your conduct.

You appear, Mr. Dixon, to infer, from the account you give of the ſupplies which the Captains Duncan and Colnett received from Captain Barclay, that they ſuperſeded the neceſſity of your further aſſiſtance; but thoſe gentlemen, while they acknowledged their obligations to Captain Barclay, always repreſented his ſupplies as by no means ſufficient to be of any laſting ſervice. Nor do I fear to hazard an opinion, that the return of the Princeſs Royal to China was owing to your avarice. Had ſhe received from you, Sir, what you could ſo well have ſpared, and, ſetting aſide the common dictates of humanity, you ought to have beſtowed, for the intereſt of your owners, that veſſel might have remained another ſeaſon on the Coaſt of America. Captain Duncan is now in London,—and I am moſt willing to reſt my credit with the public, on his teſtimony reſpecting all I have ſaid concerning the tranſactions between that worthy man and yourſelf.

If you do not recollect the preciſe quantity of thoſe ſpirits, ſtores, &c. which, after a three years voyage, you brought back to the Thames, the Meſſ. Etches, perhaps, will trouble themſelves to re-inform you. As for the porter to which I alluded in pages 28, 29 and 30, of my Introductory Voyage, that charge reſts wholly with your commander. He, indeed, promiſed to ſell me a certain portion of it, at a time when it would have proved a nutritious, cordial and healing medicine to the afflicted crew of the Nootka; but, as may be ſeen in the pages to which I have juſt referred, he thought proper to break his word on the ſubject, and brought a quantity of it back with him, in order to regale his friends in London with ſuch a curious and long travelled article of convivial luxury.

REMARK

REMARK THE THIRD.

WITH reſpect to the equipment of the King George and Queen Charlotte, I repreſented it, as it was, of a very ſuperior kind,—ſuch as the port of London could alone afford, and ſuitable to the commercial ſpirit and ability of their owners. It may, indeed, be preſumption in me to appear to know more of the objects of your own voyage than yourſelf: but, *notwithſtanding your aſſertion to the contrary*, I am ſtill of opinion that one of them was to form ſettlements and factories on the Coaſt of America; and that, for this very purpoſe, Mr. Wilby was put on board the King George, to undertake the direction of an infant colony, with proportionable men and artificers. Beſides, I have now before me a copy of the orders given to Mr. Portlock, who had the honour of commanding you, which were drawn up by the Meſſ. Etches, &c. in the true ſpirit of commercial underſtanding and honour. Theſe inſtructions particularly recommend their commanders to fix an eſtabliſhment in Nootka Sound; and as it was not the incapacity, at leaſt, of your equipments, or a deficiency in your inſtructions, which prevented you from performing that part of your duty, you would have done well not to have mentioned the ſubject at all, if you had no better means of juſtification than evaſion and falſehood.

EXTRACT *from the* INSTRUCTIONS *of* RICHARD CADMAN ETCHES, *to* CAPTAIN NATHANIEL PORTLOCK, *Commander of the Ship* KING GEORGE, *of which* CAPTAIN DIXON'S *Inſtructions are an exact Copy. Dated* London, *September* 3, 1785.

" * * * * * * * * and for the future ſecuring the trade of the continent " and iſlands adjacent, you are to eſtabliſh *ſuch factories* as you ſhall ſee neceſ- " ſary and conſiſtent with the ſafety of ſuch ſettlers and your ſhip's company.

" King

" King George's Sound, we ſhould preſume, not only from being centrical, but " in every reſpect conſiſtent with the intent of forming ſuch eſtabliſhment;— " but in this reſpect we muſt leave you entirely diſcretional.

" Mr. William Wilby we have deemed perfectly qualified for ſuch an " undertaking, and he accompanies you entirely with that intent:—Therefore, " wherever it is neceſſary to eſtabliſh *a factory*, you are to purchaſe of the " natives ſuch a track of land as you ſhall think beſt ſuited for the purpoſe of " trading, and for ſecurity, paying them in the moſt friendly and liberal " manner for the ſame.—You are then to appoint as many men as you ſhall " deem neceſſary, and who ſhall turn out as volunteers, to be companions to " Mr. Wilby: you are to give them every poſſible aſſiſtance to erect a log- " houſe, or ſuch other building as ſhall appear to be neceſſary for their reſi- " dence, and for the carrying on traffic with the natives, &c. You are to give " them every aſſiſtance to make ſuch place tenable againſt the natives, and pro- " vide them with ſuch arms, ammunition, &c. as you ſhall deem neceſſary for " their defence and protection. You are to leave them ſuch quantities of provi- " ſions and other articles for convenience, and the purpoſe of trade," &c. &c.

More clear and explicit inſtructions were perhaps never given, than thoſe delivered by your owner to Captain Portlock and yourſelf; and never were orders more ſtrangely perverted, or more ſhamefully diſobeyed.

Your deſtination was King George's Sound, where you were to eſtabliſh a factory; and which, ſtrange to tell, you never ventured to enter.—The King George and Queen Charlotte arrived *off the Sound* from Owhyhee, one of the Sandwich Iſles, with their crews in full health and high ſpirits;—there you remained upwards of a fortnight, without puſhing into the Sound: by day, indeed, you neared the land, and ſometimes even made the opening of the Sound; but no ſooner did the favouring night approach than you retreated, and took care to run further out to ſea than you could make the following day—

Though,

Though, if I am not very much miſinformed, your ſhip was often tacked, and her head pointed to the land, without your knowledge, and without the deſired ſucceſs.

You really write, Sir, in ſo deſultory a manner, that, on the ſubject of your great geographical diſcoveries, which are ſo proud a boaſt to you, or my plagiariſms from them, which you wiſh to infer I have ſilently committed, I muſt either ſkip from page to page of your remarks, or compreſs the whole of them into one article of refutation. It will, I believe, be for the eaſe of my readers, as well as my own, to perform the latter. Indeed, I am much obliged to Mr. Dixon for giving me an opportunity to ſtate a few circumſtances to the public, in addition to thoſe already communicated by me, on the ſubject of the North Weſt Coaſt, &c.

I moſt frankly confeſs that, when I ſailed on my ſecond voyage, I furniſhed myſelf with your chart, and every chart that promiſed to be of the leaſt ſervice to me. And I proteſt, Sir, that it would not have been an intentional neglect, if, in diſcriminating what each navigator had done to complete the ſurvey of the American Coaſt, which is comprized in the chart prefixed to my publication, I had omitted what I am indebted to you. The additions you made to the geography of that part of the coaſt are recorded in my chart. I have attributed to you the diſcovery of the Hippah Iſland, and almoſt all the Charlotte Iſles, with many an intereſting nook and corner, which your penetrating genius and nautical ſagacity have added to the map of the world. In ſhort, Sir, you are crammed with diſcoveries which you cannot digeſt,—and are, nevertheleſs, voraciouſly gaping for more.

If Captain Cook had lived to finiſh his work, you, Sir, would probably have been ſpared the trouble of your diſcoveries,—and the public would not have ſuffered any attempt to intrude on its patience from ſuch inconſiderable people as ourſelves. Yet, to ſeveral of the officers of that great man, the nation continues

tinues to be indebted. To Captain Roberts, in particular, the navigation of this country has very conſiderable obligations: it is his general chart of the world which ought to form the ground-work of us all; as our beſt diſcoveries conſiſt of little more than the filling up its chaſms on the American Coaſt.—I made it the foundation of my chart, as muſt be evident to every one acquainted with the late diſcoveries, without any information from me.—To the abilities of Mr. Arrowſmith I owe much, and I never differed from him but when I was convinced that I had better authority before me. Nor do I even bluſh to acknowledge, that I adopted ſome parts of Captain Portlock's and Captain Dixon's charts, while I rejected others. I alſo called in the aid of the Captains Duncan, Barclay and Colnett: all which various aſſiſtance, added to the obſervations and ſurveys made by Captain Douglas and myſelf, has enabled me to offer to the public thoſe charts which accompany the Voyages I have publiſhed. They are, I truſt, as accurate as the nature of mercantile ſurveys will admit, and have received the ſanction of thoſe opinions, againſt which, any petty objections from you would weigh but as ſo many grains of duſt in the balance.—I very ſincerely lament that Captain Colnett's charts were ſeized by the Spaniards. In point of accuracy, they are, I believe, ſuperior to any of the preceding ones; and when they are delivered up, will, I doubt not, throw new light on the geography of the American Coaſt.

The following nautical remarks will not be very intereſting to the generality of readers;—but it is neceſſary for me to prove the futility of Mr. Dixon's reaſonings, and to correct, by the ſtatements of truth, the falſehoods of his publication.

You obſerve, Sir, in ſomething like a tone of triumph, that I was in poſſeſſion of Mr. Barclay's chart, which, you ſay, includes the utmoſt extent of my progreſs to the ſouthward. The former part of the aſſertion is true;—but the latter is falſe:—Nay, fortunately for me, I have Mr. Barclay's chart in my poſſeſſion,

which proves that he did not go further to the ſouthward than 47°, or thereabouts; and 45° 30′ is the point where my courſe was completed. Between Maurelle's chart and mine there is no ſimilitude;—and for any information I received from the Captains Hannah, Lowrie and Guiſe,—the two latter Gentlemen, for the former is dead, will not come forward to calumniate or accuſe me.

In anſwer to your remark which alludes to a longitudinal miſtake on my part, in page 38 of my Introductory Voyage,—I moſt readily acknowledge, that when I was on that part of the coaſt there deſcribed to be in lat. 56° 38′, and long. 223° 00′ 25″, I had my doubts as to the perfect accuracy of the latter obſervation. Accordingly, in conſtructing my general chart, I adopted the concurring, though diſtinct, obſervations of Mr. Arrowſmith and Captain Douglas, and ſtated the longitude at 224° 30′, inſtead of 223° 00′ 25″.

You deſire me to inform the public, on what authority I have introduced the track of the Waſhington in my chart;—and, from that reſpect which is due to the public, I ſhall condeſcend to comply with your requeſt. Mr. Neville, a gentleman of the moſt reſpectable character, who came home in the Cheſterfield, a ſhip in the ſervice of the Eaſt India Company, made that communication to me; which, on his authority, I have communicated to the public. Mr. Kendrick, who commanded the Waſhington, arrived at China, with a very valuable cargo of furs, ſome time previous to the departure of the Cheſterfield; and Mr. Neville, who was continually with him during that interval, and received the particulars of the track from him, was ſo obliging as to ſtate it to me.

Your ſarcaſm, Sir, on the manner in which I ſpeak of Captain Cook in my Obſervations on the North Weſt Paſſage, proceeds from the habitual liberality of your mind. I wrote the ſentiment which I felt; nor do I fear to repeat it.—"Though the Felice and Iphigenia did explore the latitudes from 56° to 47° "North, there is every reaſon to lament, that Captain Cook was prevented from "making

" making ſuch an examination as would have proceeded from him." Nor have I the leaſt apprehenſion, that the moſt enthuſiaſtic admirers of Captain Cook, will conſider the foregoing ſentence as containing an attempt to degrade him beneath, or elevate myſelf above, the very diſtant ſtations we reſpectively hold in the ſcale of profeſſional merit.

I have endeavoured, to the utmoſt of my information, to particularize the merits of every Gentleman employed on the coaſt of America. Captain Duncan did explore a conſiderable part of the coaſt between 50° and 52°. I perſonally eſteem him, and think his merit too well eſtabliſhed to need ſuch a champion as yourſelf. Nor have I neglected that attention which is due to Captain Barclay; his name is continued by me to the Sound to the Southward of Nootka:—But though his boat was in the Straits of John de Fuca, he never was, as appears from his own chart.

But now comes the cauſe of all this bitter ſeverity againſt me, for depriving great navigators of their juſt honours, and ſinking their ſuperior merit in ſilence. I have certainly dared to rob the Channel of the Charlotte Iſles of the *title of Dixon*; for no better reaſon, than becauſe the enterprizing, intelligent and humane navigator, who thought ſo proudly to diſtinguiſh it with his own name, never ſaw that Channel,—according to the evidence of the track on his own chart. I have, therefore, ventured to give it the name of the man who boldly puſhed through it:—I have ſtripped the ſilly Jay of his borrowed plumage.

I ſhall here take the opportunity of obſerving, that there is a port which unfortunately bears my name. I did not myſelf, however, aſſume this diſtinction,—but owe it to the partial remembrance of Captain Douglas, when we were many hundred miles diſtant from each other.

As to the exiſtence of the Straits of John de Fuca,—Captain Duncan ſaw them as well as myſelf; and the original ſallies of Captain Dixon's pleaſantry,

will not prevent me from repeating my opinion,—that ſome further account would have already been given of theſe Straits, if Captain Colnett had not been prevented by the ſhips of his Catholic Majeſty from fulfilling the objects of his voyage.

I now come to that part of your publication which mentions Cook's River, and its probable communications with the ſouthernmoſt part of Baffin's Bay, or the northernmoſt part of Hudſon's Bay. I find no data in Captain Cook's Voyage to determine the non-exiſtence of a paſſage. There is no declaration from him that militates againſt the navigation of a ſhip beyond the Narrows,—where we know there is ſufficient depth for a whale. But this is not abſolutely the point. The place in which the Iphigenia anchored, was in lat. 59° 58′ and her boat went as far as lat. 60° 42′, which, indeed, was not ſo high by many miles as the ſurvey of Mr. Bligh: though, if I miſtake not, there were ſeveral perſons on board the Diſcovery, who retained their opinions in favour of a paſſage, independent of the ſurveys made by the boats of both ſhips. You, however, with your uſual eagerneſs and ignorance, take poſſeſſion of the ſhoal placed above the Narrows, in order to form a barrier againſt all further navigation up the river: but to diſpoſſeſs you at once of your important ſituation, I muſt inform you, that ſhips can navigate on each ſide this formidable ſhoal. No one conſiders the character and abilities of Captain Cook with more veneration than myſelf; nevertheleſs, I am free to obſerve, that there are thoſe *who have taken the liberty* of correcting the ſurveys of the very parts which were explored by him. The Ruſſians, indeed, who in their galliots have navigated Cook's River much higher than any European veſſel, conſider it, in reality, to be a bay, filled with fragments of iſlands, whoſe channels have been erroneouſly taken for rivers;—nor does it appear that a ſingle river has been diſcovered by any of the navigators on the American coaſt. It is, in my opinion, by no means improbable, that the ſea ſeen behind Nootka, will be hereafter found to extend to the Northward as far as Cook's River. But this is mere conjecture; and, in my Obſervations on the North Weſt Paſſage, I argue only on the probability of its exiſtence,—and

leave

leave my reaſonings, ſuch as they are, on the ſubject, to the candid inveſtigation of inquiſitive and diſcerning men.

Whales were moſt certainly ſeen by Captain Douglas at the anchoring place of the Iphigenia in Cook's River; and I myſelf ſaw them off Cape Douglas taking their courſe up it:—But the Pacific Ocean and the channels of the Charlotte Iſles are ſo abundant in theſe animals, that it would be an idle excurſion indeed to follow them elſewhere in thoſe latitudes. 36

In ſhort, Sir, if you will peruſe the Voyages of Captain Cook with a little more attention than you appear to have beſtowed upon them, you will add another diſcovery to thoſe you have already made,—that the great Navigator did not give over his ſurvey of the river, called after his name, from impediments, but opinion; and I defy you to produce, or even name any one who navigated Cook's River till he could navigate it no further. 37 But, after all, though Captain Cook found the riſe and fall of its tides to be very conſiderable, I am diſpoſed to believe, that if a paſſage ſhould hereafter be diſcovered, it will prove to be in a more ſoutherly direction.

The probability of a North Weſt Paſſage, for which I contend, appears to be a ſtumbling block of great offence to you; and, in a dictatorial tone of inquiſitive importance, you aſk me, why I produced the voyage of the Iphigenia to aid my obſervations on the ſubject; when, as you are pleaſed to ſay, it was in my power to have brought forward that of Captain Duncan; which, in your unerring opinion, is of ſuperior authority. I anſwer,—becauſe, without retracting from the acknowledged merit of Captain Duncan, I prefer the journal of the Iphigenia to every other.—I conſider Captain Duncan as the beſt authority for the navigation between the Charlotte Iſles and the Main,—or, at leaſt, what we take to be ſo. This circumſtance, with his traverſes from ſhore to ſhore, juſtifies the application I have made of his voyage to my chart. He undoubtedly

viſited the great Northern Archipelago prior to Captain Douglas;—but, from his diſtreſſed ſituation, he quitted thoſe parts without knowing there was ſuch a channel as that through which Captain Douglas made his way. You had no ſuch excuſe;—and when I mention Captain Barclay as infinitely your ſuperior both in navigation and commerce, I aſſert that which he himſelf has proved.—He performed the voyage from Europe to America, and from thence to China, in twelve months; and I maintain, that inſtead of employing two years to reach Canton, you and your conſort ought to have manifeſted the ſame expedition as that gentleman.

Your charge againſt me that, in the only place where I acknowledge Mr. Arrowſmith's aſſiſtance, I have made ſuch an extraordinary deviation from him as 19° 45′, would be of a very ſerious nature indeed, if it were true;—but the accuſation, from its flagrant falſehood, proves nothing more than the mad malice of the man who makes it.

You here allude, I preſume, to the ſea ſeen by Mr. Hearne.—Now, Sir, to prove the captious ignorance of your objection, I muſt inform you, that in Captain Cook's chart we find this ſea in latitude 72° North, and longitude 240° Eaſt of Greenwich.—In that of Mr. Arrowſmith, it appears in latitude 68° 15′ North, and longitude 248° 30′ Eaſt, agreeable to Mr. Turner, as I have ſince been informed, making the difference of 3° 45′ in latitude, and 8° 30′ in longitude; nevertheleſs I have adhered to the poſition of Captain Cook. On the chart of the latter, we find no ſea laid down in latitude of 68° 15′, and longitude 228° Eaſt; but in that of Arrowſmith a ſea is placed preciſely in thoſe degrees, agreeable to the account of the Canadian traders, given to him.—And ſo much for your idle and ill-founded queſtions concerning your ſuppoſed difference of 19° 45′ of longitude between Mr. Arrowſmith and me.—But to proceed in ſettling the reſt of them, ſuch as they are:—I muſt inform you, that the reaſon why I differ from the laſt named gen-

gentleman, or rather from Captain Duncan, who was his authority, in the poſition of the land to Eaſtward, at Nepean's Sound, Princeſs Royal Iſland, &c. proceeds from a preference I have given to the corrections of Captain Douglas, who has fixed theſe parts of the coaſt by numerous lunar obſervations. He has placed them 1° 30′ to the Eaſt of Captain Duncan; and I believe myſelf to be juſtified in following his example.—I am not conſcious of any improper bias in ſelecting the authorities which have governed me.

You are at a loſs, it ſeems, to account for my motives in mentioning the Capes *Mendocino* and *de Mendozino*, in my delineation of the American Coaſt;—becauſe, in your opinion, there is only one Cape *Mendocino*; the other, you ſay, is *Cape Blanco*, which you accuſe me, in your uſual way, of removing 1° 30′ to the Northward of its real ſituation. ——I anſwer,—Captain Cook does not mention any Cape Mendocino in latitude 40°, which Mr. Arrowſmith does:—I have therefore, as I conceive, very juſtifiably mentioned both the Cape Mendocino of Mr. Arrowſmith, in latitude 40°, and the Cape de Mendozino of Captain Cook, in latitude 42° 30′, or thereabouts, which he places in his chart 42° 30′.—As for Cape Blanco, I have placed it in latitude 43° 30′, agreeable to Captain Cook, by whoſe chart I have arranged all that part of the coaſt.

You ſtate my poſition of Port Sir Francis Drake, as an example of the happy method I poſſeſs of removing land at pleaſure. Captain Cook places it in latitude 38° 45′, or thereabouts.—Mr. Arrowſmith in latitude 37° 30′, and I have adopted the poſition of the former, latitude 38° 45′; while you inſiſt upon its being in 47° 30′; forming a difference of ten degrees from Mr. Arrowſmith, and of eight degrees fifteen minutes from Captain Cook. This, Mr. Dixon, is removing land with a vengeance.—The interior parts of America, as laid down in my chart, come in alſo for their ſhare of diſapprobation. I ſhall only add, with reſpect to them, that they were arranged from the beſt authorities.

Having

Having, I truſt, very completely fixed the latitude and longitude of your character as a navigator, I ſhall proceed to lay down, as I hope with tolerable accuracy, the exact poſition of your commercial excellence. In making my obſervations on this ſubject, I muſt previouſly remark, that your malignity is ſo predominant, as to annihilate in you the leading, and, as I ſhould think, the inherent principles of a man of trade. You ſeem to rejoice that your voyage round the world, as you call it, for the purpoſes of commerce, was not attended with the advantage expected to be derived from it.—You appear to be proud of the inadequate and diſproportioned ſale of your cargo at China; and are, I doubt not, grateful to the Houang merchants of Canton, *for having purchaſed all your skins at leſs than half their value*, in order that you might be furniſhed with a plauſible, but fallacious argument, againſt a new branch of commerce; in which, having failed yourſelf, you would be glad, as far as your wretched teſtimony would go, to prevent former adventurers from obtaining the remuneration of their risks and labours; or to diſcourage the enterprizes of others, whoſe knowledge, activity and perſeverance, by enſuring ſucceſs, would fling added diſgrace on thoſe who have failed from the want of ſuch eſſential qualifications.

You ſtate, with an infatuated kind of triumph, that your 2552 ſea-otter skins, &c. fetched no more than 54,857 Spaniſh dollars at the Chineſe market; and your ſtatement is made in ſuch a manner, as to infer that it was *the common market price* of that valuable commodity; and that, of courſe, what has been ſaid by myſelf and others on the advantages of that commerce, is a deception on the public. At the moment you were writing that curious piece of information, or inſtructing others to write it, you knew that it was founded in falſehood. Nor dare you deny that the low prices given for the articles in queſtion, aroſe from the contract of your owners with the Eaſt India Company, to leave the diſpoſition of your American cargo to the diſpoſal of their ſervants at Canton, which neceſſarily gave an additional power to the Houang merchants,

thoſe

thoſe privileged oppreſſors of European commerce*. I repeat, thoſe skins did not find any thing like half the price for which otter skins have been ſold in China, both at the time, and ſince the period of their ſale.

You are pleaſed to add, if I wiſh to be informed why theſe skins ſold for ſo ſmall a ſum, I may enquire of Mr. Richard Cadman Etches, who, you doubt not, can give me every ſatisfaction on that ſubject. I perfectly agree with you, that the gentleman to whom you refer me, is fully qualified to anſwer me upon the matter immediately before us;—and I deſire no better judge than him, between you and me.—Nor have I the leaſt doubt but he will be ready to confirm the explanations I am about to give, to uſe your own phraſe, of *the ill ſucceſs of your commerce*; which aroſe, among other cauſes, from the miſconſtruction your commander and yourſelf thought proper to put on the licence granted to your owners by the Honourable the Eaſt India Company, for the diſpoſal of your American cargoes, and the conſequent controul aſſumed by the ſupercargoes over the ſale of them.

I have alſo good reaſon to think, Mr. Dixon, that a conſiderable part of your furs were of a very, if not the moſt, inferior nature, conſiſting of worn out garments of the Indians, pieces bedaubed with paint, and ſewed together, ſo as greatly to leſſen the ſuppoſed aggregate value of your cargo.

But let me ask you, Sir, whether you did not encourage, as far as you had any power to do it, the firſt opportunity of ſelling the furs, however diſadvantageous to your owners, in order to ſecure, from all future risk, a certain little advantage you were to receive upon the ſale?

* The hiſtory of the Houang merchants, and the manner in which they are allowed by the Chineſe government to oppreſs the commerce of the Europeans, is ſtated at large in the Account of the Trade between the North Weſt Coaſt of America and China, prefixed to my Voyages.

In page 13, your pamphlet ſtates an account of furs brought by the ſeveral ſhips you mention, amounting to 5,033 ſkins:—they ſold, it ſeems, for 146,842 Spaniſh dollars in China; which, at a medium, makes no more than about 29⅛ dollars per ſkin:—but of theſe furs which were brought to Canton in the years 1786, 1787, and 1788, I am authoriſed to ſay, that ſcarce three thouſand of them were ſaleable articles. And I do aſſert, that in thoſe very years, the prime ſkins ſold in China from *ninety*, to *one hundred and twenty dollars* per ſkin.

In the firſt voyages to the North Weſt Coaſt of America, the adventurers purchaſed whatever ſkins the natives brought them; and the latter ſold only ſuch as they had procured for themſelves,—many of which muſt have neceſſarily been old, worn out and rotten,—having been employed as cloathing, and for other purpoſes of perſonal or domeſtic convenience. But as the inhabitants of the coaſt are become more informed as to the nature and advantages of commerce, their attention is proportionably encreaſed to the due preparation of the objects of it.—They no longer dye or paint, or even wear the otter ſkins which they take, but conſider them merely as articles of trade, for which they can get commodities more ſuited to their neceſſities and comforts. The Nootkan people have already given a very decided preference to the woollens of England.

The following ſtatement will, I believe, ſettle at once the preſent difference, Mr. Dixon, between you and me.

Your 2,552 ſkins, ſold for 54,877 dollars, which is ſomewhat more than *twenty-one dollars* per ſkin.

My cargo, (carried to Canton when you were there, conſiſting of 370 ſkins, 120 of which were of the river otter, worth only from eight to nine dollars

 each)—

each)—was ſold for 14,000 dollars; and the merchant who bought them, not being able to make good his purchaſe, forfeited his depoſit of 1000 dollars.—Many of theſe ſkins were of an indifferent quality, but the prime parchment ſkins ſold from 100 to 120 dollars per ſkin.

In the year 1788, which is the period when your extraordinary ſale took place, I beg leave to bring to your remembrance, and Mr. Etches will confirm the aſſertion, that the prime ſea-otter skins ſold at Canton, at an average price, from *ninety* to *one hundred Mexican dollars* per skin.

In page 13 of your letter, you addreſs me in the following manner: "I "ſhould have been happy to have included in the above ſtatement, the furs "brought to the China market by yourſelf, your ſecond voyage; and alſo thoſe "belonging to the Prince of Wales and Princeſs Royal:—Theſe accounts you "had it in your power to have laid before the Public; but, for reaſons beſt "known to yourſelf, you have thought proper to keep them ſecret."

To the Public I moſt readily give the account both of the one and the other; and my character ſhall ſtand pledged for the accuracy of them.—You are continually giving me opportunities, Mr. Dixon, of clearing away any and every impreſſion that may be made by your inſidious, malignant, and falſe depreciation of the North Weſt American commerce.

I arrived at Canton, in the Felice, in the month of December, 1788; my cargo conſiſted of about 750 ſkins.—I had not to encounter the controul of the Honourable Eaſt India Company's ſupercargoes, but poſſeſſed a free, independent power over my cargo, which I ſold for 38,000 dollars, being ſomething better than 50 dollars per ſkin.

It may not alſo be improper to obſerve, that the Chineſe furriers ſorted theſe ſkins into the following claſſes:

Of the firſt quality - - -	100
the ſecond - - -	200
the third - - -	200
the fourth - - -	90
the fifth - - -	120
the ſixth - - -	40
Total	750

The tails of the ſea-otter, which were promiſcuouſly attached to theſe ſkins, averaged about ſix dollars per tail*.

I ſhall alſo add another circumſtance relative to this cargo, as it is in point to the general queſtion.

The Chineſe furrier, who had bought the whole of it for 38,000 dollars, being apprehenſive that the Hoppo, or Comptroller of the Cuſtoms, would exerciſe his arbitrary power, in taking ſuch of the ſkins as he might chuſe, at his own price, if he knew of the ſale, requeſted that it might not be immediately divulged; in conſequence of which the Hoppo came on board the Felice, and ſelected eight of the beſt ſkins, and twenty of the fineſt tails: for the former he paid me 250 dollars each, and for the latter 15 dollars each; which I, of courſe, allowed the Chineſe merchant, on completing the contract between us.

The Prince of Wales and Princeſs Royal arrived off Macao the ſame month, with a cargo, which was acknowledged by the Chineſe merchants to be in the beſt condition of any brought to the Canton market; and many applications

* The reaſon of the ſmall comparative number of tails ariſes from their being conſidered as the excluſive right of the American women, who employ them in their dreſs.

were

were made to Mr. J. Etches, the ſupercargo of thoſe ſhips, for the diſpoſal of his cargo, before he went up to Canton. He expoſed, however, only thoſe ſkins which were of the ſecond quality to ſale, for which he was offered *ſeventy-five dollars* per ſkin; and he and Captain Colnett wrote an account of the offer to their owners, and acquainted them that if they could not procure an higher price, they ſhould cloſe with the offer, and pay the proceeds into the Company's treaſury at Canton. He was offered ſo high a price as *one hundred and fifty dollars* for ſome of the beſt ſkins.—A few days after this offer, they received a peremptory order from the Eaſt India Company's Council, for the Prince of Wales to proceed to Canton with the joint cargoes, which was accompanied with a prohibition to diſpoſe of any part of their furs. On their arrival they found the fatal precedent, eſtabliſhed by Captain Dixon's commander, of leaving the ſale of his cargo to the controul of the Company's Supercargoes, in full force againſt them. So that, excluſive of a large quantity of pieces of ſea-otter ſkins and other furs, which were left at their own diſpoſal, they delivered to the Supercargoes 1959 *whole ſea-otter ſkins, and ſixty-five cloaks made up of the furs of the ſame animal*, for which they granted Mr. Etches bills on the Eaſt India Company *for fifty-ſix thouſand dollars*, amounting to no more than about *twenty-ſeven dollars and an half per ſkin.*—The difference between the price offered by the Chineſe merchant, and that which was paid by the Company's ſupercargoes, renders all further obſervation ſuperfluous.—And now, Mr. Dixon, I have laid theſe accounts before the Public, which, with your uſual liberality, you ſuggeſt that I withheld from ſome ſiniſter and diſhonourable motive.—Your ignorance, to ſay no worſe, has called forth theſe incontrovertible proofs of the falſhood which pervades your ſtatement of the North Weſt American fur trade.

I have one more item for your ſatisfaction on this ſubject. The Spaniſh commanders, in their tender kindneſs, thought proper to return 96 skins belonging to the cargo of the North Weſt America, which they had ſeized, as ſtated in the memorial preſented to the Houſe of Commons. Theſe, with the

maſter

maſter and crew of that little veſſel, were taken to Canton on board the American ſhip Columbia, who took 24 of the 96 skins for freight. The account of their ſale, from Canton, is thus ſtated in a letter to me, by the *Cheſterfield* Eaſt Indiaman, dated Canton, February 12, 1790.

" I have received from the Americans 72 skins, *(of the middling, ſecond, and* " *third quality)*; they deduct 25 per cent. for the freight; and theſe 72 I have " ſold for 4000 dollars."

Thus, at ſo late a period as in the commencement of the laſt year, *ſea-otter ſkins*, which are ſtated to be of the *middling, ſecond, and third qualities*, averaged at the Canton market at *fifty-five dollars and an half* per skin.

Having employed ſuch reaſons as my own experience and information ſuggeſted, to detect the fallacy of the ſtatement in your pamphlet, which is calculated to give the moſt erroneous ideas concerning the fur trade between the North Weſt Coaſt of America and China,—I ſhall proceed to ſtate a few corroborating arguments in favour of my opinions concerning that trade:—And the firſt will be taken, Captain Dixon, from your own voyage, p. 300, 301.—The account there given, differs ſo much from your opinions in your letter to me, that as you acknowledge you did not write it, I am diſpoſed to think alſo that you have never read it. The paſſage I allude to proves, *as I have already aſſerted*, that the low ſale of your furs aroſe from accidental circumſtances, and by no means from the ſtate of the market for that article when you arrived at Canton. The paſſage is as follows:

" In regard to the ſale of our furs I ſhould obſerve, that there is at Canton a " company of wealthy merchants, called the Houng Merchants, with whom our " Eaſt India Company tranſact all their buſineſs, and purchaſe from them the " whole of the tea and China-ware ſent to Great Britain. To theſe people our

" furs

" furs were offered, with an expectation of their immediately taking them off " our hands at an advantageous price: but here we were woefully disappointed; " and we found, to our cost, the sad mistake of our owners, in appointing the " supercargoes to have the sole disposal of their property; for the moment " these Houng Merchants had looked the skins over, and fixed a value on " them, no other merchant dares interfere in the purchase. Indeed, as the " quantity above-mentioned was not suffered to be divided, there were not " many people, except these Houng merchants, who had it in their power to " buy so large a parcel and advance the money immediately. Add to this, the " the duty on merchandize in the port of Canton, seems not to be regulated by " any fixed rule, but rests, in a great measure, in the breasts of those appointed " by the Hoppo to lay it on, and who fix it higher or lower at pleasure. With " these people the Houng merchants have a great influence;—so that had any " indifferent person been at liberty to purchase our skins, and disposed to give us " an advantageous price for them, the fear of having an enormous duty to pay, " would at once deter him from any attempt of the kind: In this *poor situation* " were we with respect to the sale of our cargo, during the month of December " and the greatest part of January: either we must close with the *paltry* offers " which the Houng merchants had made to the supercargoes, or be under the " necessity of leaving our furs in their hands undisposed of. This both parties " knew we wished to avoid, if possible; meanwhile *some of the refuse, which they* " *had left for us to dispose of, sold for considerable advantage.*"*

Another argument in favour of the *fur trade*, and which corroborates Captain Dixon's foregoing refutation of his own fallacious statement and insinuations to the prejudice of that trade, as given in his letter,—is taken from the voyage of Captain Portlock, his associate and commander. The latter gentleman concludes the account of his voyages in the following manner:

* Whether they were considered as among the refuse, I know not, but a small lot of those skins were sold by your commander to a China merchant at 100 dollars per skin.

" The

" The grand object of the voyage, of which an account is given in the pre-
" ceding ſheets, being to trade for furs, with an expectation, no doubt, of gain-
" ing more than common profits, by an undertaking which, at once, was new,
" hazardous and uncertain, the world will naturally enquire whether ſuch ex-
" pectation has been anſwered; and, more particularly, *as reports have been in-*
" *duſtriouſly propagated to the contrary.*"

" That the King George's Sound Company (the proprietors of the ſhips
" commanded by Meſſrs. Portlock and Dixon) have not accumulated immenſe
" fortunes, may, perhaps, be true; but it is no leſs certain, that they are *gainers*
" to an amount of ſeveral thouſand pounds; and that the voyage did not anſwer
" to the utmoſt extent of their wiſhes, *undoubtedly was owing to their own inex-*
" *perience*;—for when the King George and Queen Charlotte arrived at Canton,
" and even a month after that period prime ſea-otter skins *ſold from eighty to*
" *ninety dollars each.* Of this quality the ſhips had at leaſt two thouſand on
" board, beſides a large quantity of furs of inferior value; but though we could
" have ſold our cargo with eaſe, we were not at liberty to diſpoſe of one mate-
" rial article,—the ſole management of it being veſted in the hands of the Eaſt
" India Company's ſupercargoes; and, at length, the skins juſt mentioned ſold
" for leſs than twenty dollars each."

" From this plain ſtatement of facts, the public may at once perceive, that
" *this branch of Commerce, ſo far from being a loſing one, is, perhaps, the moſt pro-*
" *fitable and lucrative that the enterpriſing merchant can poſſibly engage in.*"

I have only one additional obſervation to make upon the ſubject. In page 11 of your pamphlet, you are pleaſed very facetiouſly to remark, that though, according *to my probable arithmetic*, your cargo ought to have ſold for 200,000 dollars, it fetched no more than 54,857. To this I have only to anſwer, that the *probable arithmetic* of your commander, Captain Portlock, goes *to the ſame calculation.*

Having

Having, Sir, as I truſt, fully, incontrovertibly, *and from the beſt authorities*, eſtabliſhed the fallacy of the ſtatement in your letter,—and thereby, as I hope, baffled the malice which excited you to make it, I ſhall, for the preſent, quit the cauſe of the North Weſt American commerce, and take up my own.

You ſuggeſt that I divided part of the skins I carried to China, on board the Nootka, among my own people, and ſold them on my own account;—and with the moſt entire ſatisfaction I inform you, that I did both the one and the other. I ſincerely thank you, Sir, for forcing me to relate circumſtances which I feel to be ſo honourable to myſelf, and to ſtate my conduct in them, of which no liberal or humane mind will think I have any reaſon to be aſhamed.

The commercial expedition to the North Weſt Coaſt of America, from Bengal, in 1786, and which was fitted out by many of the moſt reſpectable characters in that ſettlement, proceeded not from a view of private gain, but the ſpirit of public advantage: *it was a patriotic experiment in favour of Britiſh commerce*; and the proprietors conſigned it to my unlimited and independent command;—their partial and animating friendſhip ſhackled it with no conditions,—but made me as much maſter of the whole equipment, as if I had prepared it at my own coſt and expence. The misfortunes of the voyage I have related to the world; but they have not been heightened by a ſingle reproach from thoſe who enabled me to make it: on the contrary, my diſappointments have almoſt been done away by the continuance of their friendſhip and protection.

The ſufferings of myſelf and people in this voyage, afford a very painful example of thoſe hardſhips to which maritime life is ſubject. When, therefore, I returned to China, I felt it to be my firſt duty to remunerate, in the beſt manner I was able, thoſe of my crew which the winter of Prince William's Sound had ſpared me. I did, accordingly, divide a certain quantity of skins among them; I was inveſted with the power of doing it:—And this act of juſtice, which was

my chief conſolation at the time when I performed it, is a ſource of honeſt pride to me at this moment, when I am compelled to record it.

I have now, as I flatter myſelf, ſettled the opinion which every impartial reader will entertain of your pamphlet, in the principal objects of it. As I feel a wiſh, however, that the confutation ſhould be complete, I ſhall condeſcend to remark upon the petty obſervations and ſubordinate charges which form the remaining part of that publication.

I mentioned, but without any aggravating expreſſions, the circumſtance of your having ſupplied Taheo, the King of Atooi, one of the Sandwich Iſlands, with arms, ammunition, &c. on very improper conditions, from the authority of Captain Douglas.—It is the language of his journal, and I am diſpoſed to believe it.—Nor can you, with any juſtice, exerciſe your ſeverity on me, for having given credit to ſuch an authority; when you reflect, with what readineſs you admitted an invidious as well as falſe account into your book, of the cauſes that augmented the ſickneſs of my crew in Prince William's Sound, on an evidence of very inferior credibility.

But it was not the matter of trading away muſquets, piſtols, or other weapons,—which, indeed, was conſiſtent enough with your former occupation—but the manner or motive of your conduct in ſo doing.—I am willing to acknowledge that I alſo furniſhed certain of the chiefs of the Sandwich Iſlands with arms and ammunition, in order to defend themſelves againſt their enemies, and thereby to ſecure their friendſhip to the future intereſts of Britiſh commerce.

The recollection of my conduct at the different viſits I made to the Sandwich Iſles, does not preſent to my mind a ſingle cauſe of reproach. On my return to China from Prince William's Sound, we remained there a month; and, in conſequence of frequent attempts, during the night, upon the anchor of the Nootka,

Nootka, by ſome of the natives, I did diſcharge a four-pound ſhot on ſhore, though not among the people, as you falſely aſſert, but over an hill, where it could have no other but its intended effect, to terrify the inhabitants from their deſigns on the moſt material implement of the ſhip: this deſirable effect was produced without the leaſt interruption to that harmony which ſubſiſted between us and the natives, from the time of our arrival, till we quitted them to proceed on our voyage to China.

I agree with you that a time-piece is not of the leaſt utility at ſea, unleſs a ſight can be obtained both of the horizon and the ſun.—Nor do I retract the declaration, which ſeems to alarm your nautical experience, "that during a ſea-"ſon of continual fog, my time-piece had proved of real ſervice to me." For, I believe it is known to every ſeaman, that, in weather which may be properly called a continual fog, thoſe momentary gleams of the ſun appear, and tranſient views of the horizon are obtained, to which the inſtrument in queſtion may be applied with the greateſt utility.

As to your having anchored in Karakakoa Bay, in the Iſland of Owhyhee, previous to the Iphigenia, if I had recollected that circumſtance to have been related in your voyage, I ſhould have acknowledged it in mine. I really do not wiſh to deprive you of any merit, however trifling, that you or your voyages may poſſeſs.

Whether skin or wooden canoes are in uſe from the ſtraits of the two continents along the coaſt, as far as Cape Edgecumbe, is a matter of too little conſequence to merit an inveſtigation. When I am convinced, from ſome better authority than your's, that I am miſtaken in my account, in favour of the former, I will correct the error.

Whether you or I, or, according to your opinion, the Spaniards, firſt ſaw the extraordinary people with the diſfiguring cut in their under-lips, in the latitude

latitude of 56° 38′ North, and longitude of 223° 0′ 25″, ſhall not be made a ſubject of contention by me. I ſhall only repeat the opinion of my Introductory Voyage, p. 38, where ſome account of theſe people may be found,—that, from the circumſtances of their conduct and behaviour, there was every reaſon to believe that we were the only navigators they had ever beheld.—— One word more, Mr. Dixon, and I have done.—

You are pleaſed, Sir, to declare, that it was from a ſenſe of the duty you owe to the public and yourſelf, that you have undertaken, with what ſucceſs that public will determine, to point out ſome of the numerous abſurdities, &c. which, in your opinion, fill my volume: but, leaving yourſelf out of the queſtion, it really became your boaſted zeal for the right information of the public, to have added a few more of my inconſiſtencies, and your own obſervations on them, in order to have narrowed the enormous margins of your pamphlet, as well as to have occupied the four laſt pages of it, which you have now left to inſtruct the reader with an intereſting catalogue of your bookſeller's publications.

JAN. 1, 1791. *JOHN MEARES.*

P. S. It is with particular ſatisfaction that I poſſeſs this opportunity of contradicting the miſinformation of Mr. Duffin, relative to Captain Colnett's illneſs, in his letter to me, from Nootka Sound, publiſhed in my Memorial to the Houſe of Commons, N° 9;—and, in the Appendix to my Voyages, N° 13. Mr. Duffin there mentions, but I am ſure very innocently, that Mr. Colnett's inſanity is ſuppoſed to be a family diſorder.—It, therefore, becomes my duty to declare, from the beſt authority, that ſuch a report is deſtitute of any foundation whatever.